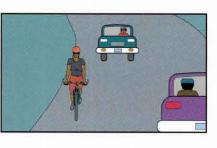


Street ratings

The purpose of this map is help bicyclists make good judgements about where to ride in Buncombe County based on their own level of cycling ability and traffic handling skills. Selected roads shown on this map are color-coded for bicycle suitability as described below. Factors such as traffic counts, speed limit, number of lanes, type of adjacent land-use, and road conditions were considered in developing the ratings. Terrain was not factored into the ratings, but steep inclines are indicated by chevrons which point in the direction of the climb. Pick a destination, assess your cycling skills, and use the map to select a route suitable for you. Remember though: use care on all roads.

Level

These routes typica have little traffic. At most times they are suitable for those with basic bicycling skills.



Level II

certain periods of 1



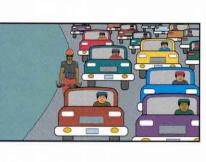
Level III

Moderate to heavy traffic. In rural area may indicate sharp curves and poor sig distance. Best for experienced bicvo used to traffic ridir



Level IV

Very high traffic volumes. Not recommended but included where no reasonable alternative exists. High level of skill and concer



Other Map Info

In addition to the roads color-coded for their bicycline suitability, the map also identifies signed "neighborhood bike loops," and the Blue Ridge Parkway. These are not rated for suitability, but are indicated on the map because of their interest to bicyclists.

Neighborhood Bike Loops

Bike Loops were established by the Asheville Parks and Recreation Department and the Bikeways Task Force to encourage recreational bicycling in Asheville neighborhoods. Loops were designed to provide scenic and enjoyable routes for bicyclists o



moderate abilities. Loops range from about 1.5 to 4 miles in length, and are designated by signs (shown above).

The Blue Ridge Parkway

The Parkway was designed as a scenic leisure road for motorists and ranges in elevation from 600 to 6,000 feet. While a popular destination for bicyclists, the Parkway is not designed as a bicycle facility: Therefore, bicyclists should be prepared for:

 Significant distances between developed areas and services; Changing weather conditions, regardless of season; Steep and twisty climbs (as much as 1,100 feet in 3.4 miles); Heavy motor traffic from April through October; and No paved shoulders along the roadway.

The National Park Service also requires that bicyclists:

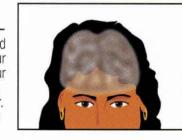
Comply with applicable state and federal motor vehicle

- Ride only on paved road surfaces and parking areas, not on trails or walkways; Exhibit a white light or reflector visible at least 500 feet to the
- front and a red light or reflector visible at least 200 feet to the rear during periods of low visibility, between the hours of sunset and sunrise, and/or while traveling through a tunnel; • Ride in single file and well to the right hand side of the road except when passing or turning left; and
- Maintain a reasonable speed for control with regards to traffic,

If you don't already have one, get a bicycle helmet today! If you have one, wear it every time you ride. Today's helmets look good, are very light, and let in those cooling breezes...all while protecting your head and brain! Helmets cost as little as \$10 and could be your most important piece of equipment.

Why

In a word: protection. A good bike helmet can protect your brain. That's important if your head hits a hard surface... ike a road, a curb, or a car. Brains are fragile and once damaged may not mend.



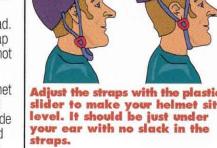
What

Get one that fits snugly but is not tight. Make sure it has ASTM, ANSI, or SNE stickers, which prove that it's passed the tests. How



You should be able to see the front edge of your helmet when you look up. If your helmet tips back, it won't protect your forehead. Also, your neck strap should be snug but not

too tight. Make sure your helmet is the right size and doesn't rock from side to side. You can add interior pads to fine



Bike = Vehicle

In North Carolina, your bicycle is a vehicle and you are its driver. You share the rights and the duties with all other drivers as you use the State's roadway network.

Follow The Road Rules 1. Ride on the right side of the road, going with the flow of traffic. 2. Obey all traffic controls — like stop signs, traffic lights, and one-way signs. 3. Signal whenever you intend to turn, merge to another road position, or stop. 4. Yield the right-of-way whenever you enter the road or when you change lanes or road position. 5. Use a good set of lights and reflectors whenever you ride after dark. 6. Don't ride your bike on sidewall and treat pedestrians with

Watch for motorist errors

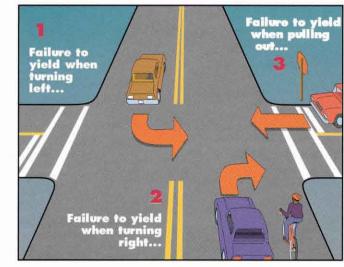
Drivers often do things that endanger bicyclists, usually without intending to. Knowing what to look for can help you navigate through traffic more safely. Ride predictably and in a visible

Keep your eyes open for the following mistakes and be ready to take evasive action!

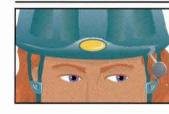
Watch motorists coming towards you who might turn left. Pay particular attention to their road position and, of course, any turn

Keep an eye on the motorist coming up on your left who might turn right. Listen for hints that the car might be slowing down

3 Watch for movement that could indicate a car is coming out of a driveway or side street.



Ride defensively



Anticipate other people's moves and their likely mistakes. Keep your eyes moving over the ffic scene, use a mirror, and be ready to take evasive action. stablish eye contact with rivers around you to let them know you are there. Shout if necessary.

Use good equipment

You don't need an expensive bike to get around...just one that works and that can be repaired and adjusted.

Your brakes should work smoothly and should stop you well even when it's rainy. When you squeeze the lever, it shouldn't "bottom out" against the handlebars. And when you let go of the lever, the brake should come away cleanly from the wheel's rim.

Your "drive train" (cranks, pedals, shifters, chain, and gears) shouldn't creak, clunk, or hesitate. The chain shouldn't jump as it goes around. Shifting should be smooth and precise.

To ride at night, you need reliable lights and reflectors. You need a headlight that lets others see you and that lets you see hazards on the road. You need a rear reflector or tail light (both would be a good idea!). The new flashing halogen tail lights are becoming quite popular. It's also a good idea to use pedal reflectors and some people like the wheel reflectors. Being visible at night is essential.

Nothing on your bike should be loose or rattle. To test if it's "road ready," pick it up a few inches off the ground and drop it to see if it makes any noise. Grease and oil in the right spots to keep your bike running smoothly and to reduce wear and tear.

In short, keep your bike in good condition!

Share the Road

Cars and bicycles must share roadway space. This is often difficult in Buncombe County where our mountainous terrain causes many roads to be narrow and twisty.

Therefore, on roadways with high levels of bicycle traffic, but relatively demanding conditions for bicyclists, Share The Road signs have been installed. These signs are intended to increase motorists' awareness of bicyclists on a roadway without designating that roadway as a preferred

Bicyclists, however, must also be aware of the importance of sharing the road with motorists. If someone comes up behind you, move to the right when safe to allow them to pass. In groups, bicyclists should ride cooperatively and help motorists pass safely.

Bike handling

Having good control of your bike makes traffic riding easier and safer. Practice until you can look around, shift gears, use the brakes, avoid potholes, and stand up on the pedals without diverting your attention from traffic.

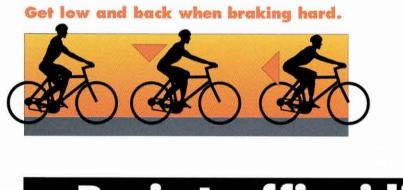
Scanning and signaling

Looking back over your shoulder tells you what's going on back there. Do it occasionally, just to avoid surprises. And do it before you make any kind of move (like merging left to turn). Practice in an empty parking lot until you can do it without swerving. Try easing your grip on the handlebars or dropping the hand of the shoulder you're looking

Stopping your bike

In an emergency stop, slide back on the saddle and get low. Gradually squeeze harder on the front brake but let off a bit if the rear wheel

Too much front brake, and you tumble



Mountain riding

Bicycling in Buncombe County means dealing with mountains And riding in the mountains is a good test of any bicyclist's skills and endurance.

The speed you gain while going downhill can make bike handling—especially turning, and braking—more difficult and potentially more dangerous. By contrast, going uphill can challenge your climbing ability, your fitness, and your low-speed bike control.

Going downhill

Speed control is very important. But rather than riding your brakes all the way down, use them often with a light touch to keep your speed under control.

Slow down *before* you get to curves, rather than hittin the brakes while turning. Pick a smooth path that avoids gravel and other debris. And keep your eye on the road ahead.

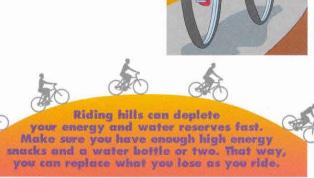
If you're riding with friends give them plenty of room in case someone makes a mistake.

Going uphill

hills but long hills take patience. Shift into a low gear and steadily spin the pedals at a rate you can keep up the whole way.

You may be able to sprint over short

Since you may be going slowly, keep over to the right side of the road and don't veer back and forth. If you have to walk, either get off the road completely or cross over and walk facing traffic.



Basic traffic riding techniques Riding confidently and skillfully in traffic takes practice and an **Destination and position**

understanding of some basic ideas. One of the most important ideas is *road position*. Just where you ride on the roadway depends on several important things: your speed, the width and condition of the road, and your destination.

Speed and road position

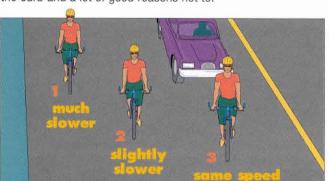
The closer you go to the speed of traffic, the closer you should

When everyone else is going a lot faster than you, keep well

to the right. 2 When they're going a little faster, ride near traffic. This encourages right-turners to slow and wait instead of passing at

the last moment and cutting you off.

3 When they're going the same speed as you, ride in the line of traffic. This is your most visible position and ensures you'll be where drivers look for traffic. There's no reason to ride fast near the curb and a lot of good reasons not to.



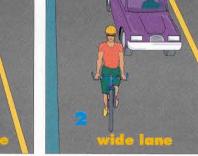
Width and road position

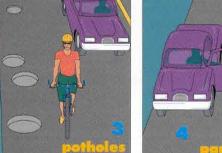
I On a road with very narrow lanes, ride far enough from the edge to discourage dangerously close passing. Many expert riders ride in the car's right wheel track.

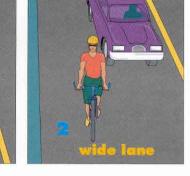
2 On a road with wide traffic lanes, ride just to the right of the traffic stream. This allows easy passing but reduces the danger caused by turning or crossing traffic.

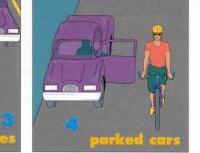
3 On a road with gravel, debris, or potholes on the right side, ride on the smooth pavement to the left of them.

Always ride a good door's width from parked cars.





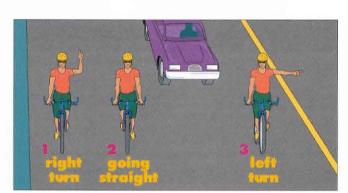




Near intersections, it's a good idea to let your road position tell others where you're going. To turn right, move towards the right edge of the roadway.

2 To go straight, keep at least three feet from the curb and stay out of right turn lanes.

3 To turn left, ride about three feet right of the center line or, if there is one, use the left turn lane.



Making left turns

As you approach an

Making left turns is tricky but can be learned. Start on quiet streets and work up to busier ones.

intersection where you wan to turn left, look back. If someone is coming, decide whether you can move left

across the lane before they arrive. 2 If you can cross before they arrive, signal and merge across into a left turn position near the center line

or in a left turn lane. If you can't cross before they arrive, signal and watch the approaching driver. If he or she slows and waves you over, move left and wave "thanks." If the driver doesn't slow, let the car pass and try again with the next

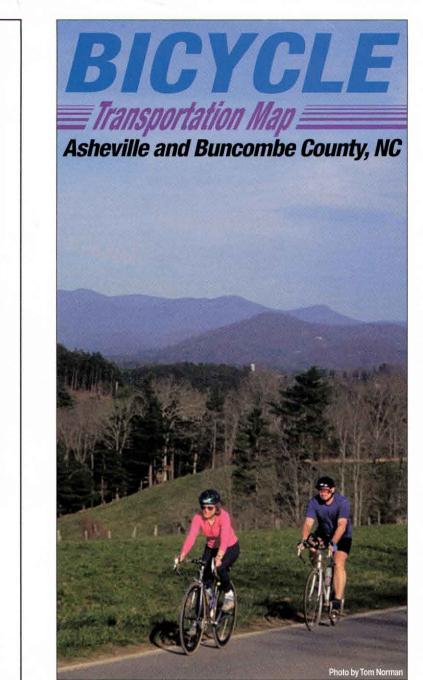
3 Once you've merged to a left turn position, ride straight and watch what's going on around you.



and yielding to crossing and oncoming traffic, make your As you practice, you'll get better and better at merging

second nature.





Published April 1998

North Carolina Department of Transportation Division of Bicycle and Pedestrian Transportation

About Asheville Buncombe County Buncombe County and its County Seat of Asheville, North Carolina,

sit among the mountains where the Great Smokies and the Blue Ridge meet, 2,340 feet above sea level. The area is well known for its pleasant year round climate (average yearly temperature ranges from 66.6 (High) to 43.9 (Low)) and for its long, spectacular and colorful spring and fall seasons. Buncombe County covers about 659 square miles and offers some of the most scenic and challenging bicycling opportunities in the Southeast.

In fact, Asheville is recognized as one of the outdoor recreation centers in the United States offering great fishing, rafting, hiking, limbing, and mountain biking. The Great Smoky Mountains National Park, Pisgah Forest, the NC Arboretum, and the Blue Ridge Parkway provide a wide spectrum of recreational opportunities and scenic beauty. Asheville and Buncombe County's 49 park areas include swimming pools, tennis courts, picnicking facilities, a nature center, a zoo, playgrounds, neighborhood recreation and senior citizen centers, and two public golf courses.

The City of Asheville was incorporated in 1797 beside the French Broad River and has several historic districts including Montford with its many bed and breakfasts, and Grove Park which leads to the famous Grove Park Inn whose guests have included F. Scott Fitzgerald and Teddy Roosevelt. Writers Thomas Wolfe and O'Henry (W.S. Porter), are both buried in their family plots within Riverside Cemetery in Montford, and the Thomas Wolfe house and museum is downtown. Biltmore Village, and the Biltmore Estate with its gardens, winery, and landscaped grounds is just a few miles from

Other points of interest are found downtown, which has a collection of art deco architecture. It is home to antique stores galore, bookstores, art galleries and boutiques, and a wide selection of restaurants. There are also many outdoor cafes and coffeehouses, each with its own particular brand of local art, music and charm. Downtown hosts numerous music and street festivals throughout the summer and fall including Bele-Chere, which takes over downtown for several days each July, and Shindigs on the Green which provide a stage for cloggin', pickin', and lots of grinnin' each Saturday evening throughout the summer. Other events include symphony orchestra

concerts, free Shakespeare plays in Montford Park, special exhibits and concerts at Pack Place and excellent community theater programs. he area has a rich cultural heritage of crafts, folk art, and Appalachian music and dance. Visitors and bicyclists will enjoy following the historic "Urban Trail" downtown, visiting the Western North Carolina Farmer's Market, or taking one of the self-guided tours developed by Handmade in America. Additionally, the Folk Art Center of the Blue Ridge Parkway offers exhibits and programs throughout the year. Asheville and Buncombe County's wealth of

a wonderful place to live, work, visit, and to ride a bike!

environmental resources, history, and cultural vitality make our area

Bicycling Resources

For additional copies of this map or to report problems, contact Land-of-Sky Regional Council, 25 Heritage Drive, Asheville, NC 28806, (828) 251-

Other maps and information Other maps of interest to visitors are available through the Asheville Area Chamber of Commerce at 258-6115, Asheville Downtown Association 251-9973, and Handmade in America at 252-0121.

For information on where to mountain bike, visit one of the bike shops listed below or look for guide books at local book stores. For information and maps on suggested road routes, the Bikeways Task Force recommends Road Bike Asheville: Favorite Rides of the Blue Ridge Bike Club, available in book stores and some bike shops. NC Route 2, the 700-mile Mountains to Sea route from Murphy to Manteo

passes through the center of Buncombe County. Maps and information on his and other cross-state, regional, and local bicycle routes may be obtained from the Division of Bicycle and Pedestrian Transportation at the address Black Mountain Bicycles, 108 Black Mountain Ave., Black Mountain... Carolina Fatz Mountain Bike Center, 1240 Brevard Rd., #3,

> Hearn's Cycling and Fitness, 34 Broadway St., Asheville Liberty Bicycles, 1987 Hendersonville Hwy, Asheville Pro Bikes, 793 Merrimon Ave., Asheville. Ski Country Sports, 960 Merrimon Ave., Asheville ... Phone numbers Loose Dogs/Animal Control ... Street and Public Works Service, Information and Maintenance Asheville Regional Airport .. Asheville Transit Authority (public transportation, buses sheville Weather Services ...

On busy high-speed roads, it's very difficult to negotiate your way across traffic. In this case, it's a good idea to make your

Left turns on fast roads

turn like a pedestrian and walk across when safe.

this map, neither North Carolina Department of Transportation, nor CGM Services warrants, expressly or by implication, the conditions that may be encountered by the bicyclist. The bicyclist assumes the risks encountered and is advised to use good judgment and obey traffic law on all routes, regardless of their designation on this map. Produced by CGM Services and Tracy-Williams Consulting for the North Carolina Department of Transportation Division of Bicycle and Pedestrian ransportation in cooperation with the Bikeways Task Force of the Asheville

Organizations and programs
Pedestrian and Bikeways Task Forces of the Asheville Metropolitan Area,
Land-of-Sky Regional Council, 25 Heritage Drive, Asheville, NC 28806,

Blue Ridge Bike Club, P.O. Box 309, Asheville, NC 28802, 684-1085.

Division of Bicycle and Pedestrian Transportation, NCDOT, PO Box 25201, Raleigh, NC 27611, (919) 733-2804.

The descriptions given on this map reflect the opinions of the Suitability

Map Development Committee of the Bikeways Task Force. By publishing

Metropolitan Planning Organization and Land-of-Sky Regional Council.